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### REMARKS

Reconsideration and reexamination of the application are requested. Claim 1 has been amended to include the language from claim 3. Claim 3 is cancelled herein without prejudice or disclaimer. Claims 2 and 4 have been allowed. Claims 1-2 and 4 remain pending.

Claim 1 is rejected under 35 USC 102(b) as being anticipated by Rath (US 3,782,510).

In addition, claim 3 is rejected under 35 USC 103(a) as being unpatentable over Rath in view of Reeves (US 6,478,121).

Applicant respectfully traverses.

Rath and Reeves do not teach or suggest the invention recited in claim 1. Applicant respectfully submits that the combination of Rath and Reeves does not teach or suggest an arrangement where part of the bridge section projects between the pistons and where part of the bridge section projects further radially inwards than outer peripheral edges of the pistons. In addition, Rath does not disclose that part of the bridge section projects further radially inwards than outer peripheral edges of the pistons and the projecting part of the bridge section extends from the inner section to the outer section of the caliper body.

Rath is said to teach a part of a bridge section that projects further radially inwards than an outer edge of a single piston. The part in question is identified on page 4 of the office action. Reeves is relied upon to teach a plurality of pistons. However, in modifying Rath to include a second piston, there is no teaching that any part of the bridge section 14 identified in the rejection projects, or will project, between the pistons.

One possibility as a result of the proposed combination of Rath and Reeves is for both of the pistons in Rath to be between the sections of the caliper body identified by the Examiner on page 4 of the action. In this scenario, there would be no portion of section 14 that projects between the pistons.

Even if Rath and Reeves are combined in the manner suggested to provide a second piston on Rath, there is no teaching or suggestion that a part of the bridge section projects between the pistons and part of the bridge section projects further radially

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inwards than outer peripheral edges of the pistons. Nor has the rejection discussed where in the proposed combination the feature that "part of the bridge section being caused to project between these pistons" is found.

Further, there is no disclosure in Rath that the part of the bridge section identified in the rejection projects further radially inwards than outer peripheral edges of the pistons and the projecting part of the bridge section extends from the inner section to the outer section of the caliper body. Applicant cannot find an explicit disclosure that the alleged projecting part of Rath identified on page 4 of the office action actually extends from the inner section 15 to the outer section 13 of the caliper body. Nor has the rejection explained where this feature is disclosed in Rath.

For at least these reasons, claim 1 is patentable over Rath and Reeves.

Withdrawal of the rejection is requested.

The indicated allowance of claims 2 and 4 is gratefully noted.

In view of the above, early issuance of a notice of allowance is solicited. Any questions regarding this communication can be directed to the undersigned attorney, Curtis B. Hamre, Reg. No. 29,165 at (612) 455-3802.



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Respectfully submitted,

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By:

A handwritten signature in cursive script, appearing to read "Curtis B. Hamre".

Curtis B. Hamre  
Reg. No. 29,165  
CBH/jal/lad